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## STORAGE.

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## SUPREME COURT.

Monday, June 18th.  
IN CRIMINAL JURISDICTION.BEFORE SIR FRANCIS FROST (CHIEF JUSTICE).  
RECEIVING STOLEN PROPERTY.  
Cheung Yau was arraigned on a charge of receiving stolen property.

The Attorney-General (Sir Henry Berkeley) instructed by Mr. G. E. Morrell (of the Crown Solicitor's office), prosecuted, and the accused, who was unaided, pleaded not guilty.

The following jurors were sworn:—Messrs. A. J. Gittings, F. R. V. Vothrecht, J. A. Young, S. M. Thorne, O. Staeger and C. F. Neale.

The Attorney-General stated that the prisoner had been committed for trial on a charge of armed robbery from a junk but that the (Attorney-General) had reduced that charge to one of receiving stolen property. Unless prisoner could satisfactorily explain how he came into possession of the goods found on board his junk a few days after they had been stolen by a gang of armed robbers from another junk, the jury would be justified in finding him guilty.

After hearing the evidence the jury returned a verdict of guilty, and his Lordship sentenced the prisoner to three years' hard labour.

## MANSLAUGHTER.

Li San was charged with manslaughter. The Attorney-General (Sir Henry Berkeley) prosecuted, and Mr. W. Shao, instructed by Mr. B. D. Atkinson (of Messrs. Deacon, Looker and Deacon), appeared for the accused who pleaded not guilty.

The following jurors were called:—Messrs. W. T. Stebbing, J. E. Meyer, O. P. Hecht, A. R. Kinross, J. D. Kinnaird, J. Johnston and A. C. Dix.

The Attorney-General stated that the prisoner was a member of the "Li" clan and the deceased belonged to the "Chan" clan. A fight took place between the two clans in the Pingshan district, New Territory, on April 16th, owing to some of the women folk of the "Chan" clan cutting grass on land which the "Li" clan considered they had no right to. During the fight the members of the "Li" clan attacked in so great a force that the "Chan" clan executed a great movement: they then the "Li" clan followed in pursuit, among them being the prisoner, who was carrying a "joss pole", a tapering piece of wood, four or five inches in diameter at the butt, ten or twelve feet long and surrounded by a square piece of wood at the top, the latter being about eighteen inches square, and half an inch thick. During the pursuit the prisoner struck one of the "Chan" clan on the head with the "joss pole", breaking the pole, and also the man's head. The matter was reported to the police, who visited the district and arrested twenty-three men, among whom was the deceased, then alive. On May 3rd the wounded man died from the effects of the blow delivered by the prisoner. Evidence was led, and the case adjourned.

## BEFORE MR. A. G. WISE (PUNISHMENT JUDGE).

## UNPAID EMPLOYEES.

J. F. Savardra sued the Dr. McLaughlin Company to recover the sum of \$340.30, salary due from the 21st February to April 3rd, and C. B. Perkins claimed from the said company \$901.03, being as to \$500 damages for wrongful dismissal, and \$401.03 for balance of amount due by the defendant firm.

In the first case Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the plaintiff, in the second Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiff, while in both actions Mr. C. F. Dixon (of Mr. John Hastings' office) represented the defendants.

The solicitors in the cases consenting, the actions were heard together.

J. F. Savardra said he was engaged by Mr. Perkins on behalf of the defendant Company as acting manager, and produced his appointment. He continued to manage the business until he got his discharge on April 3rd. The manager of the Company was in Hongkong, and witness applied for his salary, amounting to \$340.30, which amount had not been paid. While acting manager he had correspondence with the head office of the Company at Shanghai, and they sent him a draft to be used on behalf of the Company.

By Mr. Dixon:—The letters were addressed to the manager of the Company. When the general manager came to Hongkong witness applied for his salary, but the manager had no money to pay. He did not ask for employment with the Company at a small salary and 20 per cent. commission. The Company had no competitors when he joined, neither did they have one while he acted as manager.

His Lordship:—What is to be the result of this? Supposing I give judgment against the Company there are no assets.

Mr. Dixon:—Yes, my Lord. The assets have been attached.

Continuing, witness said he did not remember having a conversation with the firm's comptroller outside Luk Cheong's shop in Queen's Road.

Mr. Dixon: Are you a married man?—I am. Where is your wife?—In the United States. Are you married to a woman residing in Hollywood Road?—No.

Do you know a woman who goes by the name of Della Howard?—Yes.

And you'll swear that woman is not your wife?—I will.

You are living on the proceeds of what that woman makes, aren't you?—No, sir.

How long have you been out of employment?—Since April 3rd.

C. B. Perkins was next called by Mr. Gardiner. He said he was first engaged by the defendant company in So, Lombard, 1904, at \$225 a month and 5 per cent. on the gross takings.

## His Lordship:—Who engaged you?

Witness:—Mr. J. F. Burns, manager of the Company for the East, at Shanghai.

Continuing, witness said he had been employed by the Company for seventeen days, during which time he had exclusive power as manager. Then his wife became ill and he had to take her to America. Before leaving he appointed another manager who was recognised by the Company.

Witness wired the Company in Shanghai to appoint a manager, but as he got no reply he appointed Mr. Tompitt. He returned from America on March 19th, 1905, and renewed his engagement, taking up his duties on April 1st. He had control of the firm's Canton branch and subsequently of the branches at Saigon, Singapore and Bangkok. On August 26th it was arranged that witness was to receive 10 per cent. on the gross takings of all outside offices, but he only received three per cent. Mr. Fitzgerald, who represented the Company arrived here from Shanghai on August 12th. Witness told him he wished to resign if he could not get more pay. The arrangement then was that he was to receive \$250 per month and five per cent. The \$250 by which his salary was increased was to be shown each month as office expenses. Witness had never had a full month's salary since July, 1905. His accounts would show that there had been a deficiency of from \$300 to over \$1,000 due to him. He had wired and written letters asking for his money, but as he did not receive it he left for Shanghai, appointing Mr. Savardra manager during his absence. On arrival at Shanghai he met Mr. Wong Poo-tsz, the general manager of the Company for the East, and after telling him the condition of the business, asked for the \$1,000 due to him. Wong gave him \$500, saying that he had lost about \$8,000 and was not in a position to pay in full. Wong then said he would make a settlement on April 1st, and granted witness leave to go and see his wife.

The appointment of Mr. Savardra as manager was mentioned, and no objection was raised. Witness returned to Hongkong on April 1st, and on the 3rd he dismissed Savardra and told him he would be paid when Mr. Wong arrived here. At Shanghai Mr. Wong gave him to understand that he could keep this office open two months longer; then if it did not pay he was to go to Singapore. Mr. Wong arrived here on April 8th, and wired \$500 to settle accounts in connection with the Bangkok business. On the 9th he asked for the accounts of this branch, which he said he would settle. When he saw them he said the amount was too much, as he had brought only \$1,500. Witness furnished Wong with an account showing an amount of over \$1,100 due to him. Of this amount \$744 was paid. Witness spoke about Mr. Savardra's salary to Mr. Wong, but he said he would not pay it. Nothing was said at this interview about dismissing witness; on the 10th he asked if his services were concluded, and Wong said:—Oh, no. I can't very well discharge you until you are paid off. On the 9th stock was taken; everything was found satisfactory and Wong gave a receipt that the stock was correct. On the 10th witness received a further sum of \$250, and gave a receipt for it as April's salary, when Mr. Wong left Hongkong he told witness he would cable the money due, but as it did not arrive witness wrote stating that if he did not receive it by May 1st he would take action. On the 3rd the manager of the International Bank informed him that he had received \$314.58, but that he was not to deliver the amount unless a receipt was signed in payment of all claims.

Cross-examined by Mr. Dixon. At present witness was engaged with the Great Northern Steamship Co. He was engaged for a time in the sale of certain watches.

Mr. Dixon: Are those the coupons?—Yes. It is a swindle, isn't it?—No, sir, it is genuine. It is a scheme that originated in your own city of London.

How much have you made out of the business?—I didn't make anything; I lost money.

Did you tell the postman not to deliver letters where you are living?—No.

Continuing, witness said that while in America he did not consider he was in the employ of the defendant company. While there he wrote to Dr. McLaughlin asking for his salary as \$250. He did not mention his salary as \$250 in the monthly report which he forwarded to Shanghai because it was the wish of Mr. Fitzgerald that the extra \$50 he received should appear as office expenses. He attended to the business of the Company and did not carry on any other business. On February 21st he went to Shanghai to try to get the money due to him. Mr. Wong did not say he should not have left Hongkong, and that it would be as well if he returned. The comptroller of the Company, Mr. Wong, was discharged on February 1st owing to sickness of the business. While witness was absent two months, Mr. Fitzgerald said it would be quite satisfactory to leave Mr. Wong in charge. The receipt for \$744 given by him on April 3rd was for money paid out of his own pocket to keep the office in existence. He was connected with the Pacific Oriental Co. in Manila seven years ago; and was arrested and charged with embezzling \$7,000 gold. In connection with the arrest the judge censured the company, and he brought a damage suit against them for \$20,000, but the attorney he engaged left the country and witness did not carry the case on. He entered into a bond with the defendant company to secure the performance of his duties as manager. The bond was returned to him on the 9th or 10th April, and he handed it back to Dr. Guthrie, his surety.

Mr. Dixon:—What have you torn out pages 43 to 53 of your cash book for?—It was done in the presence of Mr. Wong.

Where are those sheets?—Destroyed.

By whom?—Me.

Mr. Dixon:—The words *carte blanche* do

not mean that the manager can go away

on his private affairs and leave the Company's business in the hands of somebody else. We paid him and appointed him as manager.

His Lordship:—You didn't pay him as a matter of fact.

Mr. Dixon: We appointed him as manager, and we do not want him to go away and put a man of doubtful character in charge, who would ruin any business.

His Lordship:—I don't think much of the business to begin with.

Mr. Grist:—I want to know for whom my friend appears. He cannot appear at all unless he appears for somebody.

Mr. Dixon: I appear for the defendants.

Mr. Grist:—That won't do, my Lord; he must appear for somebody.

His Lordship:—I was wondering when this was coming. I think you had better settle this, as far as the case goes now I don't think Mr. Wong will shake my opinion. Is the money paid in for what was due before?

Mr. Gardiner: Yes, my Lord, and they have admitted that it is only a question of salary now.

His Lordship: And there is a claim for \$500 damages. Do you think you cannot come to terms on the lines I have laid down?

Mr. Gardiner: I am prepared to take a month's salary.

Mr. Dixon: I don't think.

His Lordship: You haven't got any money, I suppose?

Mr. Dixon: The money is in Court.

Mr. Grist:—First of all my friend must appear.

Mr. Dixon: What is your Lordship's ruling on that?

His Lordship:—You've got to appear for a person.

Mr. Dixon: I appear for Dr. McLaughlin.

His Lordship: Is he still alive?

Mr. Dixon:—Oh, yes.

His Lordship:—You couldn't find him, I'm sure. He's disappeared from nearly every country. He had to get out of London.

Mr. Dixon: I appear for Dr. McLaughlin. He is the sole proprietor of the Company.

His Lordship:—How do you call it a company if he is the sole proprietor. I should think it would be much better to adjudge the case and consider a settlement on the lines I have laid down.

Mr. Dixon, after consulting with Mr. Wong, said without prejudice the company was willing to pay \$100 only in settlement of Mr. Perkins' claim, each party to pay its own costs.

His Lordship:—Well, I don't know whether they will agree to it. I should not if I were them. What about the other man? What is the value of the Company's stock here.

Mr. Dixon: There is nothing here. The stock was sent away and the money paid into Court.

Mr. Grist: I have no security. I want execution against the general manager for the East. I will call witnesses to prove that he is a partner in the firm, and my friend won't appear for him.

His Lordship:—This firm has been many days in the police courts in London.

Mr. Gardiner:—Dr. McLaughlin does not know a word about this.

His Lordship:—No, I don't suppose he does.

Mr. Dixon, after further consultation with Mr. Wong, repeated the offer previously made.

His Lordship:—Plus the money paid in?

Mr. Dixon:—There is \$240 paid in; we give them \$150 and the balance is returned to us.

Mr. Gardiner:—We want costs.

His Lordship:—Oh, certainly.

Mr. Dixon: I think we'll go on, my Lord.

His Lordship:—You'll have to pay more for it, I'm afraid.

Mr. Dixon called Wong Poo-tsz, manager of the Dr. McLaughlin Co. in the East. He said he was not a partner in the firm, but took over the management on August 1st, 1905. During the latter part of that year the Hongkong business was in a very bad way. Witness wrote to Perkins, the manager, saying he would come down and look into things. He arrived here on April 7th and on the 9th in an interview with Perkins informed him that the business was very bad and they were losing money. He told the manager in giving him notes that he would pay him up to April 15th. Perkins replied:—No, I require one month's salary, according to Hongkong law I want two months' salary. Witness said this could not be done, and considered that the manager was discharged from this time. On the following day he gave Perkins one month's salary and obtained a receipt for it.

Cross-examined by Mr. Gardiner, witness said he had no money in the Company and the business here was his. Perkins was assistant manager, and was allowed money for advertising.

What are these belts you were selling? Electric belts.

Are they similar to those there was an action over in London some time ago?—I don't know that.

You have not gone into the matter; you take them for what they are worth?—No, reply.

Does Dr. McLaughlin know these proceedings have started?—I wrote to him last week. Examined by Mr. Grist, witness said that if he made so much money in the year he had the right to continue his contract; if not, Dr. McLaughlin had the right to dismiss him. The profit was divided equally between them, and Dr. McLaughlin allowed him to draw for personal and office expenses. A few thousand pounds were left him to carry on the business, but that was now exhausted. Witness was one of the Company.

After hearing further evidence his Lordship gave judgment and costs for the first plaintiff, and judgment for \$266 and costs in the second case. He also granted Mr. Grist leave to issue immediate execution against Wong Poo-tsz.

## THE OPEN DOOR IN MANCHURIA.

TOUR OF INSPECTION BY SHANGHAI MERCHANTS.

On May 17th, remarks the *S. C. Daily News*, four Shanghai merchants, C. W. Wrightson, H. de laury, L. Midwood, and J. R. Patterson, left by the C. E. and M. S. Arriving for Chingwangtao, as a starting point for a brief tour of investigation in Manchuria. In an unofficial way they had determined, as far as possible in the time and circumstances at their disposal, to ascertain the causes of the present difficulty of carrying on trade with Manchuria, and to learn whether or not the Japanese are making unfair use of their military occupation to place restrictions in the way of the traders of other nations. The British Commercial Attaché had already been sent to Newchwang on an official visit having the same object in view, but considerable doubt has been expressed as to the value of what he saw or was shown in an official way. The four representatives of Shanghai returned to Shanghai on June 9th, arriving from Hankow, which they had reached overland from Peking, and in the course of an interview, which he courteously granted to a representative of the *S. C. Daily News*, Mr. Wrightson gave some of the impressions and conclusions at which he and his fellow-travellers had arrived.

The itinerary shows that the party travelled by rail from Chingwangtao to Yingkou (Newchwang), where they remained two days, thence proceeded by rail to Hsinyang and after a day's delay on to Mukden, where the stay was somewhat longer. From Mukden they travelled overland in carts a distance of forty miles to Hsianminan and from this point the railway brought them back to Peking and Hankow.

Of Manchuria, as a country Mr. Wrightson speaks most enthusiastically. A second Manitoba, or what is called Manitoba to be described it, a country therefore of vast commercial possibilities.

And your enquiries? "We were everywhere received with the greatest courtesy by the Japanese civil and military officials, and every facility was afforded us in making investigations. There was still some difficulty in the ordinary way of foreigners travelling in the interior and to Mukden, but we were fortified by past reports from Tokyo, which immediately gained us every civility and assistance from the Administrator at Newchwang. We did not, however, confine our inquiries to Japanese officials, but interviewed as many as we could of the leading native merchants."

After a most comprehensive inquiry it is most difficult, if not impossible, to offer any satisfactory evidence to substantiate the theory that the Japanese Government, through the instrumentality of either its military or civil authorities, is at present, purposely interfering with or placing any obstacles in the path of the important part of the Chinese Empire. The absence of demand from this large, fertile, and thickly populated province, which is not only being felt in the cotton piece-goods trade but in other commodities, is directly and principally attributable to the disorganised condition, both financial and commercial, of this district. A vast area of which, it must be remembered, was practically laid waste by both armies in their recent struggle. That crops were destroyed and entire villages devastated cannot be questioned, and similar demonstration of the havoc wrought during the war is still obtainable. The Chinese are, however, sustaining their reputation for rapid recuperation, the natives having returned to their usual villages or towns, and the work of rehabilitation is progressing favourably and quickly as can be expected. Their homes are, however, still, in some cases under reconstruction, and the crops, it must be noted, are still to be harvested. That a large sum of money has been expended during the past few years by both Russians and Japanese cannot be contradicted, but that a small percentage of this amount has as yet reached the merchant classes is also as yet unexplained. It is fair to presume that the adventures and coolie classes have been the principal beneficiaries. It must not be forgotten that the territory of which we are speaking was the seat of a big and disastrous war, and that less than eight months have elapsed since a treaty of peace was signed. If I mistake not, a similar condition of affairs existed subsequent to the Russian war in South Africa, when it will be recalled, heavy losses were sustained by over-confident traders who over-purchased in anticipation of a demand, which materialised only after a long delay. The disruption of transportation facilities by the commandeering of both native junks and carts, for military purposes, and the partial destruction of the railway line from Peking to Mukden are important factors that must be recognised from a trade point of view. The recovery must necessarily be gradual, and while it is true trains are now running between the points named, it is not reasonable to suppose that these were available until quite recently for trade purposes. Patience must therefore be the watchword of those materially interested in this question, and it is a comforting belief that a large trade on a much larger scale than has hitherto been witnessed will be the final result."

Another very important point on which Mr. Wrightson dealt with special emphasis was that the stock of cotton piece-goods, to which the party devoted particular attention, was not found to be more than normal either at the distributing point of Newchwang or in the interior, excepting on coasts. Very exhaustive enquiries on this point were made among the larger dealers and small shopkeepers throughout the country traversed as well as in Newchwang, Lianyung, and Mukden.

Your journey has removed a good many wrong impressions from your mind? "Unquestionably. The Japanese make no more than human if they did not in military possession, and they still have 4,000 troops in Lower Manchuria, and it is to be seen whether they will be able to withdraw from their occupation in the eighteen months allowed by the treaty of peace, and that partly because of Northern Manchuria the Japanese will certainly not withdraw completely from the South."

Partly as a result of this the financial system in Manchuria is very unsatisfactory and leaves much to be desired. The circulation of war notes by the Japanese Government to the extent of about Yen 200,000,000 while increasing the wealth of the province will naturally tend to divert trade to their own country, more especially while this issue continues at a discount from local currency. The Chinese Government are busy in introducing their goods throughout Manchuria, and the Japanese will become more strongly entrenched the longer the province remains under their control. The Powers should therefore be urged, through the usual channels, to use their good offices in expediting the time when the Chinese will assume jurisdiction, and also in concluding arrangements whereby the important port of Dally, through which the Japanese, in the

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## DEVELOPMENT OF MANCHURIA.

## PORT OF TAIREN.

The *Japan Chronicle* says:—The Japanese Government has under consideration a scheme to make Tairen a free port, but as this has close relation with the Chinese Customs it is necessary to have the counsel of the Chinese Government on the question.

It is stated that the Commission of Mr. Yamana, Director of the Political Affairs Bureau in the Foreign Office, and General Fukushima, Second Chief of the General Army Staff, who have been ordered to visit China, includes the settlement of the Customs question of Tairen.

The principal business of Mr. Yamana and General Fukushima in China is to investigate the method of carrying out practice the policy of development in Manchuria as adopted by the joint conference on the 29th ultimo of the Elder Statesmen and the Ministers of State. They are commissioned to consider the abolition of the military administration before the expiry of the time agreed upon, and to consult with the Chinese authorities on the operation of quarantine regulations in Manchuria.

## LATEST STEAMER MOVEMENTS.

The L.G.M. str. *Preussen* will leave Foochow today, and may be expected here on or about Wednesday evening. The departure of str. *Preussen* has been postponed till Thursday, 21st inst., at noon.The N.G.L. str. *Ischia* left Bombay for this port on the 17th inst., and may be expected here on or about the 6th July.The N.Y.K. str. *Tanaka Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 10th inst., and is expected here on the 25th inst.

## WEATHER REPORT.

On the 18th at 11.30 a.m.—The barometer has fallen in Central Japan, and risen in the N.E. Japan, the E. coast of China and the Philippines. The depression is over W. Japan and progressing slowly Eastwards. Pressure is highest over the China Sea.

Moderate S.W. winds will prevail in the Formosa Channel and light variable winds over the N. part of the China Sea.

Forecast:—Light S.W. winds; fine.







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Hongkong, 25th May, 1906. [1195]

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Hongkong, 27th November, 1902. [893]

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### TIME TABLE.

#### WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 10 minutes.  
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8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. every hour.

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9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

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Hongkong, 13th July, 1905. [769]

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## SCIENTIFIC MISCELLANY.

A NEW ELECTRIC ACHIEVEMENT—A VARNISH MEASURE—THE GREATEST GOLD MANUFACTURED GEMS—PASSING OF THE LAUGH—ACTIVELY AN EXPLOSIVE BLASTING WITH LIQUID AIR—LIGHTING'S REGULARITY—ROCK BOMBS.

By "galvano-faradization," Dr. Lowndowski, an Austrian physician, claims to have solved the problem of removing troublesome scars. A galvanic battery and an induction coil are so connected that either the direct or the alternating or faradic current can be used, or both together, and a large plate electrode at the negative pole of the coil is passed over the scar for 15 to 30 minutes, another large electrode at the positive of the battery being applied to the normal region. In 30 to 60 sittings the scars nearly disappear, the disagreeable redness being quite removed, while the tissue is made soft and flexible. A specimen of about 30 bad scars successfully treated is that of a soldier, whose chest was covered on one side with the scars of an enormous powderburn and who had the use of his arm restored and the scars nearly obliterated.

A testing apparatus for varnish, supplying a needed standard, has been brought out in Scotland by Prof. Hally and Dr. Laurie. It includes a blunt steel point pressed down by a spiral spring, and this point is drawn over a dry coat of the varnish on glass, the pressure being increased until the varnish is scratched. The pressure being known, a definite measure of the toughness and hardness of the varnish is made available.

In liquefying helium, the last of the gases that have been thought to be permanent, Olo wski has reached a temperature of 273.1 deg. below zero Centigrade. This is a little about 11 deg. greater than Dewar obtained three years ago in liquefying hydrogen, and is within about 2 deg. of the supposed absolute zero. The question has now been raised whether 273.1 deg. below the freezing-point of water is really the absolute zero.

While the artificial diamonds so far produced have been very expensive and are too small to have any commercial value, the manufacture of rubies seems to be developing into a considerable industry. The process of making these "Gemma rubies," as they are called, has been supposed to be a secret one, but it is understood that the apparatus used by a Parisian chemist includes a blowpipe like that used by glass workers and a heating pipe. In the latter a pointed sugar loaf is built up in strata by alternately sifting in finely pulverized aluminum and chromium oxide. This makes possible gradual heating, the molten mass takes a spherical form, and on slow and careful cooling the oxide of aluminum forms regular and perfectly clear crystals. Great care is necessary to avoid bubbles. In this simple way it is possible to make three or four stones at a time, often a quarter of an inch across and weighing 15 to 15 carats, and as they are genuine rubies only experts can distinguish them from the natural.

The explanation that laughter is disappearing on account of the sadness of the modern view of life is discarded by Signor F. Franceschini, an Italian psychologist. He concludes that mirth, like poetry, depends upon the imagination, and that the development of the reasoning powers has tended to banish the distortion that makes things seem funny. The more the imagination is brought under the control of logic the less do we laugh. Education is now scientific and practical, and to more than while is becoming a characteristic of a simpler and more natural culture, where imagination still holds sway and people have not forgotten how to laugh.

Acetylene is being used as an explosive in Germany, where it has proven disappointing as an illuminant. Each cartridge contains an ounce and three-fourths of calcium carbide, yielding about 16 quarts of acetylene, and after wetting the carbide the confined mixture of generated gas and air is exploded by an electric spark. In blasting the rock is not thrown out, but is broken up into pieces small enough to be readily removed.

Liquid air blasting cartridges, as described by M. Jaquier, are made by packing powdered charcoal in a case of stout paper, and covering this with an asbestos wad through which a paper tube passes to the bottom of the cartridge. When ready to use, liquid air is poured into the tube, the cartridge being fired by a fulminate cap in the usual way. The firing should follow the filling within ten minutes, as the liquid air gradually evaporates, and after half an hour "missed fire" cartridges offer no danger to the workmen. These cartridges proved much cheaper than dynamite when tried in the Simplon tunnel. Their use had to be abandoned, however, as the large quantity of carbon monoxide evolved was very injurious to the workmen, and this drawback must be overcome before the great advantages of this explosive can make it practically useful.

Lightning flashes in a storm are found by an English observer to be much less irregular in period than they appear. Such storms have usually two foci—sometimes three from which the flashes radiate, and the discharges from such come at quite regular intervals. The apparent irregularity is due to the varying rates of the different centres. In a storm of July, 1905, the two foci were about a mile and a half apart, and in an hour the northern centre emitted thirty flashes at intervals of 15, 30, 45, 60 and 90 seconds, and the southern centre gave sixteen flashes at intervals of 17, 34 and 51 seconds. Another unexplained observation is that just before each great flash there is a momentary faint lighting up of the sky in the storm region.

Explosive rock has been reported from the north of the Tancun tunnel, in Austria. The rock is in such compression that without warning slabs several yards in dimensions will be suddenly hurled from cue wall to the other. Fatal accidents have resulted.

## VIA HUDSON'S BAY.

EXTENSION OF THE CANADIAN NORTHERN RAILWAY.

It is now more than probable that Western Canada will have railway communication to Hudson's Bay by the end of 1907. A prominent official of the Canadian Northern Railway has made public announcement to that effect. The Hudson's Bay Railway will start from Erievod, the most northerly point on the Prince Albert line of the Canadian Northern Railway, and from there will be built in a north-easterly direction, to Pas Mission, on the Saskatchewan river, a distance of some 90 miles. This extension to Pas Mission will be built this coming summer, already men, plant, and trains are being concentrated to begin work as soon as the weather permits. For some time past a Canadian Northern survey party has been "surveying" the extension of the line from Pas Mission to Fort Churchill, on the west shore of Hudson's Bay, which is admittedly the best port of Canada's inland sea. This survey has located a "try line" for about seventy-five miles north-easterly from Pas Mission towards Fort Churchill, and the report is that the country traversed is fairly level, and free from any particular engineering difficulties. By last autumn the survey party had discontinued work on account of the deep snow, and would not resume operations until the lakes, which abound in the locality, are again open after the winter. Erievod is about 500 miles from Fort Churchill, and the construction of this Canadian northern line gives a new outlet for European freight for the whole of Western Canada, and also to the Pacific trade of British Columbia. The distance from central points in Western Canada to Erievod via Fort Churchill and the Canadian Northern Railway will be about 1,000 miles shorter than from the same points to Liverpool via Montreal, and that is particularly important in that the saving will be effected on the land carriage portion of the route. Erievod is in the Province of Saskatchewan, a little distance west of the Manitoba boundary line. Very soon after leaving Erievod, the new Hudson's Bay extension passes out of Saskatchewan Province in a north-easterly direction, and enters the Territory of Keewatin, which is as yet administered by the Dominion Government, although the Government of Manitoba for a long time past has been making strenuous efforts to have a considerable portion of it included within the confines of that province by extending the boundaries of Manitoba to the waters of Hudson's Bay. As the new branch of the Canadian Northern Railway is thus in Dominion territory all the way to Fort Churchill, except for a few miles where it is in the Province of Saskatchewan, the Dominion Government will become guarantor of the bonded securities issued for the construction of this new line. An important town, which will include large grain elevators, will rapidly spring up at Fort Churchill, which is an old-established Hudson's Bay Company post of considerable importance.

For some years past the Dominion Government has been doing all that it could to collect trustworthy information about the navigation of Hudson's Bay, and for that purpose has had well-equipped exploring expeditions in the Bay summer and winter. The reports of these expeditions are now being used to open up a trade route from Hudson's Bay which is said to be open for navigation for at least four months in the year, and these, too, at a season when it is most desirable to relieve the congestion that occurs in getting away from the grain harvest of Western Canada. Mr. A. P. Low, who has just been promoted to the directorship of the Geological Survey of Canada, is an authority on Hudson's Bay. He was there in 1887 on a scientific expedition in the *Diana*, and recently he was in charge of the exploration work in the *Neptune*, which the Canadian Government sent to explore and patrol Hudson's Bay. Police, accompanied Mr. Low in the *Neptune* as Government Resident in full charge of Hudson's Bay and the adjacent lands and islands. Both Major Modie and Mr. Low have become enthusiastic advocates of a Hudson's Bay trade route being opened up, and backed by their opinions, as well as those of the Hudson's Bay Company, the people of the Canadian Northwest, without distinction of party politics, are thoroughly determined that the route shall be opened up with the least possible delay.

## AMERICAN MERCHANTS GRABLE

TAIPAN LOQUUTUR: TU QUOQUE.

It is a common complaint with American buyers and colonial business men that their British confederates are inaccessible to the call of the telephone. He is, however, his time will be wasted, which circumstance only proves that he is a coward. It is easy enough, surely, to see a man for a moment, hear what he has to say, and then accede or refuse. If an unconscious rush of callers comes, it is easy enough, says the *Magazine of Commerce*, to arrange that a courteous representative should answer the calls, and that the caller should be explained precisely to each one of them how it is that they cannot be seen, how long it will be necessary for them to wait, if they care to wait, or on what day and at what hour they could surely reckon on the ear of the gentleman in the private office. How often is this done? It is not generally the case that except for the persons who happen to be known to the firm, all others are treated as though they were beggars or robbers? It is not insolence allowed to be indulged in by underlings, who vent their spleen on those whose business is above the level of that which all day long is the complaint to transact. Management is the explanation of these circumstances; lack of organization is another way of expressing the condition of affairs that obtains in too many houses which are supposed to be in existence for business purposes. No, the bottom of it all is fear—realization of incompetence, or else a mixture of effrontery and ludicrous ignorance. It ought to be realized that the man who wants to wait another man's time is a little better than a thief. That is what the British telegraph says of many callers.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. For Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd., Sole Agents. 731

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Consultation Free.

Hongkong, 21st September, 1905. [684]

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WARE, &c., &c., and POOCHOW  
LAQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1905. [302]

## MITSU BISHI DOCKYARD

AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK"

A. I. A. B. C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714  
Width of Entrance on Top... 984  
Width of Entrance on Bottom... 884  
Water on Blocks at Spring Tide... 344

DOCK No. 1.

Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 264

DOCK No. 2.

Extreme Length... 371 feet.  
Length on Blocks... 361  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 66  
Water on Blocks at Spring Tide... 22

PATENT SLIP.

Suitable for vessels up to 1,000

TONS.

LATEST PLANTS AND APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

THE COMPANY has the powerful steam

"OURA-MARU" (712 tons, 700 H.P.)

specialized for SALVAGE PURPOSES

equipped with necessary gear always ready

Short Notice. 1175

## SANTAL MIDY

These tiny Capsules—superior to Copoba, Cubebs, and Injections—cure

the same diseases as these drugs in

forty-eight hours without

inconvenience.

Each Capsule bears the name MIDY

## LADIES SAFE REMEDY

For functional troubles, delay, pain

and those irregularities peculiar to

the sex.

APOLINE (CHAPOTEAU)

Prescribed by the highest French

Medical authorities and superior to

Tansey, steel Drops and Penny

royal.

CHAPOTEAU, 8, r. Vivienne, Paris

1165-2

## MARTIN'S

APIOL & STEEL

FOR LADIES' PILLS

A French Remedy for all irregularities. Thousands

of testimonials are on hand. It is a simple and

easy way of getting rid of the system's little don't

do any harm. It is a simple and easy way of

getting rid of the system's little don't do any

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It is a simple and easy way of getting rid

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## SHIPPING

**ARRIVALS**  
 Dalmatian, German str., 121, M. Engelhardt, 17th June, Bangkok 9th June, Rice and Meat, Butterfield & Swire.  
 Hore, French str., 705, Godman, 18th June, Haiphong, Hoikow and Kwangchowwan, 17th June, General, A.R. Marty.  
 Kwangchow, British str., 121, Hooker, 18th June, Tientsin 9th June and Chofoo 12th June, General, Butterfield & Swire.  
 Vreast, Dutch str., 1557, E. Hall, 16th June, Cheribon and Singapore 10th June, Sugar, Chinese.  
 Pionier, German str., 678, H. Pahren, 17th June, Kwangchowwan 15th June, General, Chinese.  
 Tromsund, Norwegian str., 903, Johnson, 18th June, Bangkok 11th June, Rice, etc., August, Pionier & Co.  
 Rio Lays, Portuguese (Gulf), 610, Albano, 17th June, Muzos, Chavilho 17th June, Muzos 17th June.  
 Iron, British str., 1011, R. W. Almond, 18th June, Manila 16th June, Hongkong and Sugar, Shewan, Tomes & Co.  
 Fawcett, British str., 1041, Martin, 17th June, Bangkok 11th June, Rice, Chinese.

## CLEARANCES

At the Harbour Master's Office  
 June 19th.  
 Dalmatian, British str., for Swatow, Kowloon, British str., for Amoy, Kowloon, British str., for Kowloon, Pionier, German str., for Kwangchowwan, Pionier, Norwegian str., for Chofoo, Shasta, British str., for Canton, Shasta, Japanese str., for Swatow, Wadhwa, British str., for Amoy, Yachon, British str., for Shanghai.

## DEPARTURES

June 17th.  
 Mergon, Chinese str., for Canton, WISCONSIN, British str., for Canton, June 18th.  
 Dalmatian, British str., for Mers, Kowloon, British str., for London, LISA, Swedish str., for Swatow, Mergon, British str., for Swatow, Rio Lays, Portuguese (Gulf), for Mers, TUPANAS, Dutch str., for Shanghai.

## SHIPPING REPORTS

The British str. TUPANAS reports: Moderate westerly wind and line, reports: Light moderate variable wind, smooth sea and fine clear weather.  
 The British str. Kowloon reports: Strong E.W. monsoon and rough sea to Tientsin, thence moderate winds and clear weather.

## VESSELS PASSED ANKER

May 31, Dutch str. Mergon, Klyn, April 14, from Rotterdam for Batavia.  
 May 31, German str. Albert, Redcross, Hulse, March, April 21, from Bangkok for Bremen.  
 May 31, British str. Hore, Edinburgh, from Shanghai.

## VESSELS IN LOCK

June 19th.  
 ANFORDERS DOCK—Lungwa, Alta, Onphale, Looch, Owing, Judd, Altherton, H.M.S. Clio, COS 46-01245 DOCK—Tientsin.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAITAN".

Captain J. S. Leach, will be despatched for the above Ports TO-DAY, the 19th inst., at Noon.

For Freight or Passage apply to DOUGLAS LARCAIK & Co., General Managers.

Hongkong, 16th June, 1906. [1265]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship.

"APPALACHEE".

will be despatched for the above Ports TO-MORROW, the 20th of June.

For Freight and further particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 31st May, 1906. [1114]

THE EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship.

"NORDKAP".

Captain Brink, will be ready to load for the above places TO-MORROW, the 20th inst.

For Freight, apply to MELCHERS & Co., Agents.

Hongkong, 15th June, 1906. [1263]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"CHINA".

Captain A. Leva, will leave for the above places on THURSDAY, the 21st inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Princes' Building, Hongkong, 15th June, 1906. [3]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENJAMIN	Brit. str.		Henderson	GIBB, LIVINGSTON & Co.	About 19th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.		A. F. Street	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ARCADIA	Brit. str.		W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	GLYCEK	Brit. str.		J. Rafferty	McGREGOR, BROS. & GOW	About 10th July.
LONDON & ANTWERP VIA SINGAPORE, &c.	DRACALON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	Today.
LONDON, AMSTERDAM & ANTWERP	AAJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PHOEBUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st July.
LONDON, AMSTERDAM & ANTWERP	PINGREY	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th inst., at 1 P.M.
LONDON, AMSTERDAM & ANTWERP	OCEANIC	Ger. str.		R. Meyer	MELCHERS & Co.	On 21st inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL.	PHOEBUS	Rus. str.		Obalting	BRAHMY & Co.	About 21st inst.
BREMEN, VIA PORTS OF CALL.	HERMANN LERCHER	Rus. str.		Galle	MELCHERS & Co.	Beginning of July.
ODESSA DIRECT	ARCADIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schuelke	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	RENNANIA	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINE	On 4th July.
HAVRE & HAMBURG VIA STRAITS, &c.	KUMARABURU	Ger. str.	k.w.	Fane	HAMBURG-AMERIKA LINE	On 20th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBESIA	Ger. str.	k.w.	Leining	HAMBURG-AMERIKA LINE	On 6th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINE	On 20th Aug.
COPENHAGEN & BALTIC PORTS	NORDKAP	Am. str.		Tannerich	SANDER, WIELER & Co.	About middle of July.
TRIPSTE, &c., VIA SINGAPORE, &c.	NIPRON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd July.
GENOA, MARSEILLES & LIVERPOOL	HYDRA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
GENOA, MARSEILLES & LIVERPOOL	PATROCLUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th July.
NEW YORK VIA PORTS & SUEZ CANAL	WEAY CASTLE	Brit. str.		Wilkes	DODWELL & Co., Ltd.	About 26th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDRANILHA	Brit. str.			JARDINE, MATHESON & Co.	On 10th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ANGLO SAXON	Am. str.	2 m.		CANADIAN PACIFIC R. Co.	To-morrow.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 27th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 7th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	OLYMPIA	Am. str.		C. V. Williams	DODWELL & Co., Ltd.	On 3rd July.
PORTLAND, OREGON VIA SHANGHAI, &c.	LIBRA	Ger. str.		Feldmann	PORTLAND & ASIATIC S.S. Co.	On 14th July, Daylight.
SAN FRANCISCO VIA PORTS	APPALACHEE	Brit. str.		Wollman	SHEWAN, TOMES & Co.	To-morrow.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.		McArthur	MELCHERS & Co.	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	Schopper	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	AUSTRALIAN	Brit. str.		Brinck	HAMBURG-AMERIKA LINE	On 23rd inst., at Noon.
YOKOHAMA & KOBE	DAPHNE	Ger. str.	k.w.	C. C. Talbot, R.N.R.	MELCHERS & Co.	Quick despatch.
YOKOHAMA & KOBE	NORDKAP	Brit. str.			P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA & KOBE	SARDINIA	Ger. str.	k.w.		HAMBURG-AMERIKA LINE	Quick despatch.
YOKOHAMA & KOBE	ALBESIA	Dut. str.			JAVA-CHINA JAPAN LINE	On 22nd inst.
JAPAN VIA SHANGHAI	TUPANAS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
WEIHAUW, CHEFOO & TIENTSIN	KWICHOW	Brit. str.		T. Nomoto	JARDINE, MATHESON & Co.	To-day, A.M.
TIENTSIN	CHIFSHING	Brit. str.			BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	1 m.		MELCHERS & Co.	To-morrow.
SHANGHAI	YOHOW	Brit. str.			SHEWAN, WIELER & Co.	On 21st inst., P.M.
SHANGHAI	SEYDLITZ	Ger. str.			P. & O. S. N. Co.	About 28th inst.
SHANGHAI	DAPHNE	Brit. str.		A. Levy	SHEWAN, WIELER & Co.	On 24th inst.
SHANGHAI	CHINA	Brit. str.		T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 24th inst., A.M.
SHANGHAI	DEYANHA	Ger. str.		L. T. Loring	OSAKA SHOSHEN KAISHA	On 5th July.
SHANGHAI	LYDIA	Ger. str.	k.w.	S. Tagami	HAMBURG-AMERIKA LINE	On 24th inst., at 10 A.M.
SHANGHAI & CHINKIANG	DAIGI MARU	Jap. str.		Morita	OSAKA SHOSHEN KAISHA	On 1st July, at 10 A.M.
TAMSU, VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.		J. S. Houch	OSAKA SHOSHEN KAISHA	On 27th inst., A.M.
TAMSU, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 h.	A. J. Robson	DODGILL LAFRAIR & Co.	To-day, at Noon.
ANPING VIA SWATOW & AMOY	HAITAN	Brit. str.	2 h.		DODGILL LAFRAIR & Co.	To-morrow, at 1 P.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.			BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
MANILA	TEA	Brit. str.		R. Almond	SHEWAN, TOMES & Co.	On 23rd inst., at Noon.
MANILA	YONGMAN	Brit. str.		R. Rodger	SHEWAN, TOMES & Co.	On 30th inst., at Noon.
MANILA	RUBI	Brit. str.			JARDINE, MATHESON & Co.	On 21st inst., at 3 P.M.
CEBU & LLOLO	ZAFIRO	Brit. str.	1 m.			
SINGAPORE, PENANG & CALCUTTA	KALFONO	Brit. str.				
	SUPANSA	Brit. str.				

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND PORTLAND, OREGON.

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

OPERATING IN CONNECTION WITH THE STEAMSHIP

TONS. CAPTAIN TO SAIL AT DAYLIGHT

"NUMANTIA" 4370 Feldmann July 14th, 1906

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent, Hongkong, 12th June, 1906. [13]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, SHANGHAI, SARDINIA, C.C. Talbot, R.N.R. About 23rd June Passage.

MOJI AND KOBE DEVANHA, T.H. Hide, R.N.R. About 28th June Passage.

SHANGHAI LONDON &c., VIA USUAL PORTS OF CALL. W.W. Cooke, R.N.R. Noon, 30th June Special Advertisement.

For further Particulars, apply to E. A. HEWETT, Superintendant, Hongkong, 18th June, 1906. [1]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.

RUBI 2540 R. Almond Manila On 23rd June, Noon.

ZAFIRO 2540 R. Rodger Manila On 30th June, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS, Hongkong, 18th June, 1906. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ANGLO SAXON" On 10th July.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS, Hongkong, 30th May 1906. [19]

## HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOME LINE.

OUTWARD.

DESTINATION: YOKOHAMA & KOBE, SHANGHAI, YOKOHAMA & KOBE, SHANGHAI, YOKOHAMA & KOBE, SHANGHAI, YOKOHAMA & KOBE.

TO SAIL: 3rd July, 9th July, 18th July, 25th July.

HOMEWARD.

DESTINATION: HAVRE & HAMBURG, HAVRE & HAMBURG, HAVRE & HAMBURG, HAVRE & HAMBURG, HAVRE & HAMBURG.

TO SAIL: On 20th June, On 24th June, On 4th July, On 20th July, On 6th Aug., On 20th Aug.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS: ANDALUSIA, ACILIA, RHENANIA, SCHWARZBURG, ALESIA, SPEZIA.

Capt. Schmidt, Capt. Schuelke, Capt. von Hoff, Capt. Faass, Capt. Luning, Capt. Muller.

"RHENANIA" Capt. von Hoff.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (no bunk), sofa, table, 2 ward-robos, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor and Stewardess.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by S.S. "HAMBURG", "HOLZENTAEPEL", etc.

COAST SERVICE.

DESTINATION: SHANGHAI, NAGASAKI & VLADIVOSTOK, SHANGHAI.

TO SAIL: 20th June, 24th June, 5th July.

STEAMERS: DAPHNE, LYDEMOON, JUTHAKA.

For Freight and Passage, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, SIEMSEN & CO.

For Steamers of the Coast Service Marked 1 to

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

STEAMER TONS. CAP. SAILING DATE.

LYRA 4417 G. V. Williams On 3rd July.

SHAMMUT 9606 E. V. Roberts On 27th July.

TREMONT 9696 T. W. Garlick On 22nd August.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAMMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures headroom at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS, Hongkong, 25th April, 1906. [7]

## VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS

FOR LONDON AND ANTWERP.

THE Steamship

"BENJAMIN".

Captain Henderson, will be despatched as above on or about the 19th inst.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th June, 1906. [1230]

FOR NAGASAKI & VLADIVOSTOK

THE Steamship

"DAPHNE".

Captain Schipper, will be despatched for the above Ports on SATURDAY, the 23rd inst., at Noon.

The steamer has splendid accommodation for Passengers.

HAMBURG-AMERIKA LINIE, Hongkong Office

Hongkong, 16th June, 1906. [1267]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIC".

Captain Court, will be despatched for MARSEILLES on TUESDAY, the 26th June, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. Sydney, bound for Melbourne via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:



## OCEAN STEAMSHIP COMPANY. LD.

## CHINA MUTUAL STEAM NAVIGATION CO. LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND HUNTER PORTS.  
EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st June.
GLASGOW and LIVERPOOL	"ORRETT"	On 28th June.
GLASGOW and LIVERPOOL	"OANFA"	On 5th July.
GLASGOW and LIVERPOOL	"ASTANAX"	On 12th July.
HOMEWARDS.		
FROM	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLOS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.

## TRANS-PACIFIC SERVICE.

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, YOKO-	"OANFA"	On 7th July.
NAGASAKI, KOBE and YOKO-		
HAMA		

## WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"TEUCER"	On 13th July.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. (9-10)

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
SHANGHAI	"YCHOOW"	On 10th June.
MANILA	"TEAY"	On 10th June.
CEBU and LOILO	"KATONG"	On 21st June.
WEIHAIWEI, CHEFOO & TIENTSIN	"KWEICHOW"	On 22nd June.
MANILA, ZAMBOANGA, CEBU		
DARWIN, THURSDAY ISLAND,		
COOK TOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. (11)

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
12 days Across the Pacific in the "EMPRESS LINE." Saving 3 to 7 days' Ocean Travel  
12 DAYS YOKOHAMA to VANCOUVER.  
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	ARRIVE VANCOUVER
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 20th June
"ATHENIAN"	3,882	WEDNESDAY, 27th June
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 11th July
"MONTEAGLE"	5,500	WEDNESDAY, 18th July
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 1st Aug.
"TARTAR"	4,425	WEDNESDAY, 8th Aug.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC  
OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT  
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 292.  
Intermediate on Steamers) £40, " 442.  
and 1st Class Rail " " " "

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate"  
passengers only to intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all principal ports and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pender Street and Praya, opposite Black & Pier

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 24th June,
AND AMOY	S. TAGAMI	at 10 A.M.
TAMUUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 1st July,
AND AMOY	T. OHTA	at 10 A.M.
SHANGHAI VIA SWATOW,	"SHOSHU MARU"	TUESDAY, 19th June,
AMOY and FOCHOW,	T. NEMOTO	at 10 A.M.
ANPING VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 27th
AND AMOY		June, A.M.
SHANGHAI VIA SWATOW,	THE CHARTERED S.S.	SATURDAY, 30th
AMOY and FOCHOW	"TAISHAN"	June, A.M.
	J. T. LAING	

\* These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivaled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* For Freight, Passage, and further information, apply to the Company's local Branch Office  
Second Floor, No. 1, Queen's Building.

Hongkong, 19th June, 1906.

T. ARIMA, Manager.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
FOR  
\* SINGAPORE, PENANG & CALCUTTA "SUISANG" Thursday, 21st June, 3 P.M.  
\* MANILA "YUENSANG" Friday, 22nd June, 4 P.M.  
\* TIENTSIN "CHIPSING" Saturday, 23rd June, 4 P.M.  
\* These Steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang & Yangtze  
Ports.

For Freight or Passage, apply to  
HONGKONG, 6th June, 1906.

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

IMPERIAL GERMAN MAIL  
LINES.NORDDEUTSCHER LOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS.

STEAMERS	THURSDAY	21st June
PREUSSEN	WEDNESDAY	4th July
ZIETEN	WEDNESDAY	11th July
BOON	WEDNESDAY	18th July
SEIDLITZ	WEDNESDAY	1st August
PRINZ REGENT LUITPOLD	WEDNESDAY	15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	22nd August
SACHSEN	WEDNESDAY	29th August
PRINZ HEINRICH	WEDNESDAY	5th September
ROON	WEDNESDAY	12th September
PRINZ LUDWIG	WEDNESDAY	19th September

ON THURSDAY, the 21st day of JUNE, 1906, at Noon, the Steamer "PREUSSEN" will leave  
this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon, on TUESDAY, the 19th June. Cargo and  
Special will be received on Board until 5 P.M. on WEDNESDAY, the 20th June, and Parcels  
will be received at the Agency's Office until Noon, on WEDNESDAY, the 20th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cube in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	481 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0
TO NEW YORK VIA SUEZ	64 0 0	40 0 0	26 0 0
VIA NAPLES, GENOA or GIBRALTAR	115 0 0	70 0 0	47 0 0
return	68 0 0	46 0 0	27 0 0
VIA BREMEN or SOUTHAMPTON	121 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOBE VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from CALCUTTA to Colombo by rail or steamer is, however, not included.  
INTERCOURSE OF THE VOYAGE IN INDIA:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

## VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUJI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION.)  
STEAMERS.

WILHEHAD	3402 tons	TUESDAY, 24th AUG.
ON TUESDAY, the 26th JUNE, at NOON, the Steamship "PRINZ WALDEMAR"		
Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above.		
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.		
Linen can be washed on board.		
RATES OF PASSAGE MONEY FROM HONGKONG:		

ON TUESDAY, the 26th JUNE, at Noon, the Steamer "PRINZ WALDEMAR"  
Captain Woltemas, with Mails, Passengers and Cargo, will leave this Port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
TO MANILA	\$50.	\$30.	\$20.
return	\$80.	\$50.	\$30.
TO NEW GUINEA	\$28.	\$18.	\$10.
return	\$48.	\$28.	\$18.
TO BRISBANE	\$30.	\$20.	\$12.
return	\$50.	\$30.	\$20.
TO SYDNEY	\$32.	\$22.	\$13.
return	\$52.	\$32.	\$23.
TO MELBOURNE	\$34.	\$24.	\$14.
return	\$54.	\$34.	\$24.
TO YOKOHAMA	\$36.	\$26.	\$16.
return	\$56.	\$36.	\$26.
TO KOBE	\$38.	\$28.	\$18.
return	\$58.	\$38.	\$28.
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97 0 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA " 96 0 0.  
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San  
Francisco by the O. & N.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, SEIDLITZ	Wednesday, 20th June.
KOBE & YOKOHAMA	" "
SHANGHAI, NAGASAKI, BAYERN	Wednesday, 4th July.
KOBE & YOKOHAMA	" "
YOKOHAMA and KOBE	Wednesday, 4th July.

\* Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & N.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following rates:—

To London via Plymouth or Southampton	63 10 0
To Bremen	65 0 0
To Paris via Cherbourg	65 0 0
To Naples, Genoa via Gibraltar	65 0 0

## NORDDEUTSCHER LOYD.

For further Particulars, apply to  
**MELBOURNE & CO., AGENTS.**

Hongkong, 6th June, 1906.

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE  
(calling at MANILA, TIOBE, PORT DARWIN and  
GULF OF CARPENTARIA, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)  
The Steamship

"AUSTRALIAN."  
Captain McArthur, will be despatched for the  
above Ports on SATURDAY, the 30th inst., at  
Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Pro-  
visions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 6th June, 1906.

On Sale at the Hongkong Daily Press Office,  
Hongkong, 12th February, 1905.

## VESSELS ON THE BERTH

## FOR ODESSA (Direct).

THE Steamship

"HERMANN LERCHER."  
Captain Oballing, will be despatched as above  
on or about 21st inst.

For Freight, apply to  
**BRADLEY & CO.,**  
Agents.

Hongkong, 16th June, 1906.

## REGULAR

## STEAMSHIP SERVICE TO NEW

## YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

PROPOSED SAILINGS FROM HONGKONG.

"WRAY CASTLE" ... 23rd June.

"LOWTHER CASTLE" ... 25th July.

For Freight and further information, apply to  
**DODWELL & CO., LD.**  
Agents.

Hongkong, 16th June, 1906.

## THE PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, EGYPT, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERMAS GULF, CONTINENTAL  
AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship

"ARCADIA."

Captain W. W. Cooke, R.N.R., carrying this  
Majesty's Mail, will be despatched from  
this for MANILA and LONDON  
Direct on SATURDAY, the 20th June,  
at Noon, taking passengers and cargo for the  
above Ports.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 16th June, 1906.

## UNITED STATES AND CHINA-JAPAN

## STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRASAMJIA"

Captain Wilkes, will be despatched as above on  
or about the 30th June, if sufficient induc-  
ment is offered.

For Freight, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 1st June, 1906.

## SHIPPING IN PORT.

## STEAMERS.

ALDERSHOT, British str., 1,351, W. W. Adam,  
16th June—Saigon 1st June, Rice.—Ded-  
well & Co.

AMARA, British str., 1,500, C. J. Matlock,  
14th June—Saigon, 10th June, Rice and  
General.—Jardine, Matheson & Co.

APALACHE, British str., 2,426, A. Mills, 8th  
June—Shanghai 5th June, Refined Petro-  
leum.—Standard Oil Co., Ltd.

ATHENIAN, British str., 3,883, A. O. Cooper,  
13th June—Vancouver 11th May, Shanghai  
8th June, Flour & General.—C. P. R. Co.

BOURBON, French str., 991, Le Bail, 14th June  
—Saigon 9th June, General.—Chinese.

CAIRO, Norwegian str., 1,351, J. Larsen, 14th  
June—Saigon 10th June, Rice.—Aagaard,  
Thorsen & Co.

CHIPPING, British str., 1,199, G. S. Welgall,  
17th June—Chefoo 11th June, General.—  
Jardine, Matheson & Co.

DORIC, British str., 1,975, H. Smith, 10th June  
—San Francisco and Manila 14th June.  
(General)—O. & N. S. Co.

EMPEROR OF INDIA, British str., 3,032, E.  
Beetham, R.N.R., 12th June—Vancouver  
21st May and Shanghai 9th June, Mail and  
General.—C. P. R. Co.

FALK, Norwegian str., 1,350, G. M. Grundersen,  
14th June—Saigon 17th May, Rice.—Sandor,  
Wieler & Co.

FUME, German str., 838, E. Wegner, 10th  
June—Hon (Choo) Bay 9th June, Salt.—  
Sandor, Wieler & Co.

PERTINAX, Norwegian str., 891, H. H. Har-  
dell, 19th May—Wuhu and Chinkiang 14th  
May, Rice and Groundnut's Sesamum  
& Co.

GERMANIA, German str., 1,714, H. Lorenzen,  
17th June—Saigon 15th June, Rice.—  
Jensen & Co.

HAIKUN, British str., 1,837, J. S. Roach, 17th  
June—Fochow 14th June, Amoy 15th and  
Swatow 16th, General.—Douglas Laprak  
& Co.

HANGSANG, British str., 1,356, Spencer White,  
10th June—Shanghai via Swatow 12th  
June, General.—Jardine, Matheson & Co.

HEIMDAL, Norw. str., 761, T. Johnson, 10th June  
—Haiphong 13th June, General.—A. R.  
Marty.

HOLSTEN, German str., 965, A. Nijhar, 13th  
June—Haiphong 9th June, Haikow 12th,  
General.—Jensen & Co.

JACOB DIERICHSEN, German str., 623, D.  
Henk, 15th June—Haiphong and Haikow  
14th June, General.—Jensen & Co.

JURA, British str., 2,397, R. Parker, 15th June  
—Canton 18th April, Coal.—Ansaldo.

KAIPOING, British str., 983, E. Haysen, 15th  
June—Haikow 11th June, Sugar.—Butter-  
field & Swire.

KALABRIA, British str., 2,000, Walker, 20th  
May—Moji 23rd May, Coal.—Bradley & Co.

KARIN, Swedish str., 698, G. Patterson, 31st  
May—Chinkiang 27th May, General.—  
Aagaard, Thorsen & Co.

KARHING, British str., 1,143, T. W. Pichard,  
15th June—Tientsin 2nd June, Coal.  
Butterfield & Swire.

KLEINER, British str., 1,727, R. Copard, 10th  
June—Tientsin (U.S.A.) 16th May, Flour  
Lumber and Salmon.—Butterfield & Swire.

KORAT, German str., 1,268, W. Hubner, 17th  
June—Bangkok 10th June, Rice.—Mat-  
chers &



